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NEWS OF THE FAR EAST
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BIRTH.

On August 16th, at Peking, the wife of Mr. W.
GARRICK, H. B. M. Legation, Peking, of a
daughter.

DEATH.

On August 16th, suddenly, at Ichang, of
Cholera, Dr. GEORGE F. SPOON, Church of Scot-
land Mission, aged 32 years.HONGKONG OFFICE: 10A, DES VEOUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG SEPTEMBER 1st, 1908.

If the Olympic Games just concluded were marred by the dissension which occurred at the final stages, they, nevertheless, demonstrated the international basis on which sport now stands. No longer is anyone nation isolated. No longer does any particular people confine themselves to the exercises and pastimes peculiar to their own land. No, they have borrowed from one another. Football and golf were given by Scotland to the world; cricket has been taken from England; tennis (originating in France) is now played in many countries; jiu-jitsu is to-day practised in "other countries than Japan; Chinese boys are not the only ones to fly-kites, and we have just to reflect a little to remember how many of our childhood's games may be traced to Eastern sources. Naturally this appreciation of the sports and games of other peoples was bound to have an excellent effect. It helped to emphasise how much the different races had in common, and when sportsmen ventured from one country into another to win renown in the particular field of sport which they had made their own, the movement towards international unity received a tremendous impetus.

It is frequently said that "all the world loves a lover," but it may be just as truthfully said that all the world loves a sport. The sportsman is the same all the world over. He is ready to give and take hard

knocks; where there is a fight he wants to see the combatants evenly matched, and in every form of exercise and skill in which men pit themselves against one another he desires to obtain a fair field and no favour. For years Britons have enjoyed a pre-eminent reputation not only for love of sport but for "playing the game." Now, however, their good name is being called in question and by none more vigorously than their American cousins who came over to uphold their country's reputation on the cinder track and on the grass in the Stadium in London. Having regard to the value of sport in promoting international friendship the incident alluded to can only be regarded with the greatest regret inasmuch as it retards the progress towards a better understanding between the nations and creates an ill-feeling which it will take years to eradicate. The unhappy contingency would have been trifling at an ordinary sports meeting, but it has been magnified in importance because it has occasioned a dispute between British and Americans, and unfortunately newspapers on both sides of the Atlantic have fanned the flames of jealousy, so strongly that a feeling of prejudice has been engendered in both countries.

The Olympic Games attracted sportsmen and sportswomen from all parts of the world. This grand gathering of the world's greatest athletes since the revival of the historic feature of ancient Greece has been productive of better results than the attainments which marked the previous games held at Athens in 1896, Paris in 1900, St. Louis in 1904 and Athens in 1906. Men attended from all parts of the earth, but no complaints as to unfairness were made by others than Americans. Of course, it may be that only Americans had cause for complaint. However, we have the facts that complaints were made by the Americans and allegations were made as to the methods of Americans. The recriminations became mutual. Now, it is always safe to assume that in most quarrels neither party is absolutely without blame. One may be more blameworthy than the other, and when a decision has to be arrived at, the judge has to ascertain who has the balance of right. In the recent misunderstanding we may equally well infer that there were faults on both sides. For example the Americans, in support of their contention point to the Marathon Race and its sensational termination. DONADO, the Italian, collapsed at the finishing post and was assisted over the line by the officials. Such intervention would appear to be against the rules, but it seems to us that the mistake was not made by the officials who performed this well-meant act, but by the judge who declared him to be the winner. When a man faints on the course it was the obvious duty of those near at hand to render what assistance they could and what more natural than that they should conduct him forward so as not to impede the other competitors? To award him the race was, of course, a grave error of judgment on the part of those responsible and the American protest was certainly justified. But the same cannot be said of their attitude in the four hundred metre race. In that event the only English competitor complained of having been "bored" by an American rival, and as the judges who went into all the details of the race were agreed that Carpenter fouled Halswell, and ordered the race to be run over again, the Americans ought to have accepted that decision. The report of the judges on the matter is sufficiently convincing. To us the explanation of the American attitude seems to be due to the fact that the representatives of the United States did not understand the conditions under which they were competing. In proof it is only necessary to refer to the statement attributed to the American Commissioner to the Games. Alluding to this race, he is reported to have said, "the public had been inflamed against the Americans, and the judges, taking a signal from some man on the field, broke the tops and called the race off before they knew what had happened." Exactly. The judges took a signal from one of the many officials posted along the course to watch for irregularities. Immediately anything of that nature was detected by an official it was his duty to announce it, and in the interests of the competitors themselves, to prevent them from needlessly exerting themselves when the issue would not be decided in that struggle, the race was stopped. Accepting the details as given in the American press it seems quite clear that the protestants had no ground for complaint as to unfair treatment, at least so far as the management of the race was concerned. The fact that the officials who considered the protest went over the course and traced the footsteps, thereby obtaining evidence which could not be controverted, shows that they acted bona fide. Of course, if the

American competitors thought they were not being properly treated, their protest was quite proper, but in this case the facts do not justify it. That, however is only one incident. There may have been others which induced the Americans to feel as they did but, whatever the actual circumstances may have been, there can be no doubt that a breach has been opened in international athletics which will take some time to heal. All who have the interests of sport at heart, as well as those who desire a good understanding between men of all nations, will regret the occurrence. We realise there may be some reason to suspect that the local associations which had the management of the programme assigned them by the Olympic Association were prejudiced in favour of the men they knew, but we think the Americans have only themselves to blame for being watched so closely and so narrowly. Uncle Sam has a reputation for 'cuteness and not unreasonably when an American is in the field his rivals watch him with some anxiety wondering what he will be "up to." We would not describe it as mistrust, but the man from the West having shown such wonderful resource, others who are competing feel that they have to exercise more alertness than if they were competing against men from other countries. In other words the Americans suffer from the defects of their qualities. If they realise this it might help them to understand the attitude of the British at times, but at any rate there is little good to be done by indulging in recriminations. We hope that the future will give the sportsmen of both countries opportunities for discovering the best in each other and that on the track or in the ring they will experience that "stern joy" which warriors feel in foemen worthy of their steel."

Dr. Oswald Marriott, of Hongkong, has been elected a Fellow of the Royal Colonial Institute.

A Chinaman has been sentenced in Manila to six months' imprisonment for smuggling 150 cans of opium into the island.

Mr. W. Martin, American Consul General at Hankow, has returned from the United States after several months' leave of absence at home.

A ricksha coolie who was charged before Mr. J. R. Wood at the Magistracy yesterday with refusing to accept a fare at Kowloon, was fined \$5.

The Nanking City Railway was opened on the 28th ult. with great éclat. The correspondent of the N.C. Daily News says the road is well built and reflects great credit on all concerned.

At the Magistracy yesterday Mr. J. H. Kemp sentenced a native to six weeks' imprisonment with hard labour for stealing two jackets from a passenger on board the s.s. "Kinsman."

The "Charybdis," cruiser, Capt. the Hon. S. Hawke, left Sheerness early in August for Colombo to turn over her crew to the "Astraea," cruiser, which Capt. F. E. Ryan will recommission for the China Station.

The Tugboat states that Mr. Otto Kleemann, late of the firm of Walte & Co., has been appointed commercial advisor to the German Legation at Peking; and returns there from Europe very shortly.

The engagement is announced of Vicario Pierre de Bondy-Biarri, eldest son of Comte de Comtesse de Bondy-Biarri, and Miss Gladys May Lodge-Grey, eldest daughter of Mrs. A. H. Chalmers, of Singapore.

Freiherr von Gebstaël, German Consul at Nanking is transferred as Consul to Fiume. Freiherr von Lochneyen, Consul at Hankow, has obtained home leave and left for Germany. Vice-Consul Freiherr von Meßling has been appointed Acting Consul in his place.

The seaside resort of Shanhaikwan is unusually animated this season. The British and French Military bands play every evening, and sometimes during the afternoon. The presence of numerous officers' families renders the place quite lively.

The return of visitors to the City Hall Library and Museum for the week ending the 30th August, 1908 shows that of non-Chinese there were 315 to the Library and 174 to the Museum and of Chinese 173 to the former and 1,915 to the latter. The Library was, therefore, used by 487 persons and the Museum by 2,092.

Cholera seems to be rife in the Yangtze ports. Dr. G. F. Stooke, L.R.C.P., who was the Chief Medical Officer at Ichang, died there recently from cholera. The comrades of Messrs. Jardine, Matheson & Co., Ltd., at that port have also died from cholera, and the disease is rife there.

A case possessing some unusual features came before the Lordships of the Supreme Court yesterday in which Reuter, Brookelmann and Company were the defendants. The most remarkable feature is that both parties are appealing against the verdict given. The defendants claimed that the jury, if left to themselves would have found on all points for them; and the plaintiffs, on the other hand, claimed that the jury, having in mind that no firm which concealed its identity under a *faux* name and traded in China should have the benefits of the Court were influenced by a wrong motive.

M. Gravier, Belgian Minister, has sent a despatch to the Wei-wu-pu intimating that his Government is desirous of acquiring a Belgian Settlement at Hankow, in view of the recent expansion of the Chinese trade and interests in that region. The Wei-wu-pu is awaiting a report on the suggestion from the Viceroy of the Hu-Kwang Provinces.

The Rev. I. Genähr begs to acknowledge, with thanks, the following donations for the "Blind-home," recently transferred to Hongkong on account of the typhoon:

Sam already acknowledged ... \$587
Mr. S. Street ... 25
Mr. A. H. Macleod ... 10

Further donations for the "Blind-home" sent to the Rev. I. Genähr, 22 Benham Road, will be duly acknowledged.

The 2nd Battalion East Kent Regiment will embark on the s.s. "Dufferin" at Darban, on October 10th, and will arrive at Hongkong, where it is to be stationed on November 8th, following. The "Dufferin" will leave Hongkong two days later with the 4th Middlesex for Singapore, where she will reach on the 15th, and on the 17th she will leave Singapore for Calcutta with the Royal West Kent.

Tientsin, like most of the China ports, is not so flourishing now as it has been during the last few years. That house rents are gradually coming down, is simply proved, says a Tientsin contemporary, by the few houses which have been let lately at rates some 25 per cent. less than has been the case obtainable for the last few years. In one case we know of, a large 6-roomed fully-furnished house, which last year would have commanded Tls. 150 a month easily, is still let though only Tls. 60 is asked for it. Small houses still fetch a reasonable rate, but for the larger ones there is no foreign demand, and they can only be let to Chinese officials.

It is announced that the Dominion is to relieve the British Government of a portion of the cost of the Liverpool to Hongkong mail subsidy. For several years Great Britain has been contributing \$45,000 and Canada \$10,000 a year. Under the new contract the joint subsidy to the Canadian Pacific Company is to be reduced to \$45,000, and of this the British Government will contribute \$20,000 and the Canadian Government \$25,000 a year. Great Britain is thus relieved of \$40,000, while the Dominion assumes an additional burden of \$15,000. It is, however, considered that the service is well worth the extra cost to Canada.

It is well known, remarks the N.C. Daily News, that cholera is raging in some of the River Ports, though Shanghai has, fortunately, been almost free from the disease during the present summer. Unless the Superintendent of Customs and the Consular Body, however, think fit to declare the River ports infected—a step which might not be of any great utility—the sole responsibility for preventing the introduction of infectious disease rests with the masters of the vessels concerned, who are bound, under the Port Sanitary Regulations, to hoist the yellow flag and await quarantine at Woosung, if any case of cholera, typhus, yellow fever, or plague is suspected on board. Although a master who knowingly disobeyed this regulation would be severely punished, it can readily be understood that it is not an easy matter for a layman to diagnose a case of infectious disease among several hundred native passengers, unless the symptoms are very obvious. The shipping companies exercise great care in allowing passengers on board during times of epidemic, but in spite of this the disease may develop on the way. It is the opinion of the Health Officer that cholera is endemic in Shanghai and any immunity from this disease at a time when it is prevalent up river must be regarded as due not so much to precautions taken to prevent its introduction from outside as to the preventive measures adopted in the Settlement itself. Cleanliness and careful supervision of the food supply often keep the Settlement comparatively free when the disease is claiming numerous victims in the City, and the authorities concerned may be trusted to declare the River Ports infected if such a step is deemed useful or necessary.

A MEAN PRACTICAL JOKE.

The police would very much like to know the name of the person who caused the fire bell to be rung yesterday morning. Perhaps it was a natural bent for mischief which prompted the joker to ring up the Fire Station, and cause the alarm to be sounded. A told the man who answered the telephone at No. 5 station that a fire was blazing near the Hongkong Hotel. The brigade promptly responded to the summons, even the West Point detachment, and on arrival in the vicinity of the supposed fire found that they had been fooled, the man in charge at the Clock Tower denying having called out the firemen.

On Sunday another false alarm came from the Peak, but fortunately the Brigade received reliable information in time to avoid the necessity of a trip to the higher levels through the apparatus of the Peak Stations was taken along Mount K. Hill road.

LATEST STEAMER MOVEMENTS.

The N.G.I. str. *Cory* left Singapore for this port on the 30th ult., and may be expected here on or about the 5th inst.

The I.G.M. str. *Lutetia* carrying the German Mails with dates from Berlin of the 12th ult., left Colombo on the 26th ult. p.m., and may be expected here on or about 9th inst.

The Ben Line str. *Benedictus* from Antwerp and London, left Singapore on the 28th ult. for this port.

The T. & A. str. *Empire* left Sydney on the 29th ult. for this port (via Queensland Ports, Timor and Manila).

The I.G.M. str. *P. E. Luitpold* which left here on the 26th ult. at noon, arrived at Singapore on the 30th ult. at 7 p.m.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE PEACE OF EUROPE.

LONDON, August 31st.
The Kaiser, at a banquet in Strasbourg, declared that the peace of Europe was assured.

CLOUD BURSTS IN AMERICA.

LONDON, August 31st.
Heavy loss of life has been occasioned in the United States by cloud-bursts.

AMERICA AND AUSTRALIA.

LONDON, August 31st.
A cordial welcome has been given to the American fleet at Melbourne.

OBITUARY.

LONDON, August 31st.
The death of the Earl of Rosse, a representative peer for Ireland and H.M.'s Lieutenant of King's County, is announced.

Sir Henry Moore Jackson, Governor of Trinidad since 1904, is also dead.

[REUTER'S SERVICE.]

THE FLOODS IN AMERICA.

LONDON, August 29th.
Fourteen lives were lost and one and a half million dollars' worth of property destroyed by the floods in Georgia.

At Carolinas twelve perished and property worth one million dollars was destroyed.

Fifteen persons have been drowned and many houses destroyed by a cloud burst at Polson, New Mexico.

CHINA'S IMPORT TRADE.

We have received from the Statistical Department of the I. M. Customs Vols. I—Imports, being Part III of the Analysis of Foreign Trade—a volume which every foreign business man interested in China's trade will find of the utmost value and interest. Every article of trade is dealt with in separate analytical tables. The following table shows the value of the Foreign Import Trade of China 1898 to 1907—

Year.	Import.	Re-Export.	Net-Import.
Hs. Tls.	Hs. Tls.	Hs. Tls.	Hs. Tls.
1898	213,745,347	9,136,013	209,579,334
1899	273,766,065	9,007,609	264,758,456
1900	222,129,473	11,059,051	211,070,422
1901	277,139,735	8,836,817	268,302,918
1902	325,549,911	10,182,406	315,367,505
1903	336,633,134	10,114,001	326,519,133
1904	357,444,803	14,093,741	343,351,062
1905	461,164,532	15,354,055	445,810,477
1906	428,280,247	18,929,305	409,350,942
1907	429,071,632	12,570,293	416,501,339

ACCIDENT ON P. & O. STEAMER.

An unfortunate accident occurred on board the P. & O. mail steamer "India," which arrived at Colombo on the 8th ult. from London. The third engineer was attempting to adjust an indicator with a brass rod. The piston caught the rod and forced it back, sending it right through the body of the man. The officer, who was picked up in an unconscious state and in a pool of blood, was immediately attended to by the ship's surgeon.

A NEW RAILWAY LOAN.

SEE JOHN JORDAN SAID TO BE NEGOTIATING.

Northern Native papers state that Sir John Jordan, H. M. Minister to China, is now negotiating with Prince Ching and H. E. Yuan Shih-kai a new agreement for the construction of the proposed Pukou-Hongyang (Hoonan) railway with British funds.

This is one of the five railway concessions granted to British capitalists in 1898—the others being the Tientsin-Pukou, the Canton-Kowloon, the Shanghai-Nanking, the Soochow-Hangchow and Ningpo (now Shanghai-Hangchow-Ningpo).

It is believed in Peking that the agreement for the construction of the proposed Pukou-Hongyang line with British capital will be made on lines similar to the Tientsin-Pukou and the Shanghai-Hangchow-Ningpo agreements.

The negotiations are proceeding smoothly and it is hoped that the matter will be settled with satisfaction to both parties in the near future.

The concessionaires are the British and Chinese Corporations.

Yesterday Queen Wilhelmina of Holland celebrated the anniversary of her natal day and the occasion was not forgotten by loyal Dutchmen resident in Hongkong. A considerable number attended the reception given in the Hongkong Hotel by the Acting Consul General of the Netherlands (Mr. Bachmann) in honour of the occasion and the representatives of other nationalities desired to offer their compliments and drink to the health of the young Queen.

An official trial trip was made on the 14th inst. of the "Buyo-maru" an oil tank steamer belonging to the Toyo Kisen Kaisha, lately arrived at Uraga. The result was satisfactory. The steamer has left Yokohama for Sumatra to ship kerosene oil. She will thence proceed to Texas, America, via Suez, to load American oil contracted for by the Nippon Petroleum Company.

SUPREME COURT.

Monday, August 31st.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

THE ALLEGED TRESPASS ACTION.

Their Lordships the Chief Justice (Sir F. Pigott) and the acting Puisne Judges (Mr. H. J. Gompertz) sat to hear two motions, one on behalf of the plaintiffs and the other on behalf of the defendants in the recent jury action in which Reuter, Brookelmann and Company were sued by a Chinese firm for alleged wrongful seizure of property belonging to them. Mr. M. W. Slade, instructed by Mr. Dixon, of Messrs. Hastings and Hastings, appeared for the plaintiffs and Hon. Mr. H. B. Pollock, K.C., and Sir Henry Berkeley, K.C., instructed by Mr. Lang, of Messrs. Deacon, Deacon and Deacon, appeared for the defendants.

Mr. Slade, on behalf of the plaintiffs, moved the first motion which asked the Court for an order that the verdict of the jury on the first, second, third, fourth, and fifth questions submitted to them be set aside on the grounds that the said verdict was contrary to the evidence, against the weight of evidence, and perverse in that the majority of the jury were influenced by a desire not to allow the plaintiffs to have the benefit of a judgment of this honourable Court because in the accounts of the Kwong Hing Cheung firm the identity of the partners was concealed by the use of "teong" names.

Mr. Pollock raised several objections. He contended that a motion pure and simple to set aside the verdict of a jury on questions submitted to them was not known in law in Hongkong. The motion was irregular inasmuch as it claimed substantive relief in one direction namely in asking that the verdict be set aside upon those five points.

The Chief Justice asked if it were a motion for a new trial would it be in time.

Mr. Pollock gave two grounds on which it would be out of time.

Sir Henry Berkeley supplemented Mr. Pollock's argument.

Mr. Slade argued that motions to be set aside without application for a new trial were allowed at Home.

The hearing was adjourned.

Mr. Pollock, for the defendants, was to have moved the Court to set aside the judgment entered for the plaintiffs with costs and to enter judgment with costs for the defendants on the following grounds among others:

(1) That the judge should have non-suited the plaintiffs at the trial; (a) because the alleged wrongs were committed beyond the territorial jurisdiction of the Supreme Court of Hongkong, and the plaintiffs failed to prove that such alleged wrongs were actionable by the law of the country within whose jurisdiction the acts constituting the alleged wrongs were committed; (b) because the alleged trespass to immovables is stated in the pleadings of the plaintiffs to have been committed to immovable property situated within China, beyond the jurisdiction of the Supreme Court of Hongkong; (c) because the act constituting the alleged trespass to immovables was the seizure of movable property by the Chinese authorities under a warrant issued by the said Chinese authorities at the request of the German Consul General at Canton, acting under the Treaty of Tientsin 1861 between Germany and China, for and on behalf of the defendants for the purpose of exacting payment by the plaintiffs to the defendant of monies claimed by the defendants to be due to them by the plaintiffs, and it was not competent for the judge to assume that the issuing of the said warrant by the Chinese authorities was not a judicial act; (1) because it was not competent for the judge to assume that such warrant, whether issued judicially or otherwise, was either irregular or invalid by the law of China; (a) because the alleged libel was not set out in the statement of claim; (1) because the occasion on which the communication constituting the alleged libel and the alleged false representations was made, was an absolute privilege occasion; (g) because the plaintiff gave no evidence of express malice on the part of the defendants and in the absence of such evidence no action would lie in the Supreme Court of Hongkong against the defendant for setting the Chinese authorities in motion under the aforesaid Treaty of Tientsin.

(2) That the judge was wrong in directing the jury that in consequence of the defendants not having produced the warrant of the Chinese authorities under which the seizure of the property of the plaintiffs had been made, they must find a verdict for the plaintiffs with damages for trespass to the goods of the plaintiffs;—(a) because it was not necessary for the defendants to produce such warrant at the trial inasmuch as (1) the fact that the seizure had been made under the warrant of the Chinese authorities was admitted on the pleadings and the statement of claim contained no allegation impeaching the validity or regularity of such warrant; and (2) it was not competent for the judge to inquire into the validity of the warrant of the said Chinese authorities inasmuch as it was issued and enforced beyond the jurisdiction of the Supreme Court of Hongkong; (b) because the plaintiff produced no evidence to show that the said warrant was either invalid or irregular by the law of Hongkong; (c) because the plaintiffs produced no evidence to show that the said warrant was invalid or irregular by the law of China.

(3) That inasmuch as the jury found a verdict for the defendants on all the issues of facts left to them and only found for the plaintiffs on the one issue of trespass to goods because they were directed to do so; the judge was wrong in refusing the application of the defendants for the costs of those issues which the jury had found in their favour.

(4) That the grounds upon which such refusal was based, namely, that the direction to find for the plaintiffs on the trespass issue terminated the case, and that the issues submitted thereafter were irrelevant, and therefore unnecessary, did not constitute "good cause" for depriving defendants of the costs of such issues.

VESSELS ON THE BERTH

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

THE Company's Steamship

A Reduction of 20 per cent. on First-Class
Fares to Foochow will be made during the
months of August and September.
For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.,
General Managers.
Hongkong, 29th August, 1908. 1243

SHIPPING IN PORT.

STEWARNS.

ABANA, British, str. 2,678, A. Bowden, 26th Aug.—New York 28th June, Petroleum—Standard Oil Co.

ADDENHAM, British, str. 4,000, St. John George, 30th August—Australia via Sydney Aug. 9th and Manila 28th, General—Glibb, Livingston & Co.

AMERICA MART, Japanese, str. 3,460, W. E. Filmer, 28th August—San Francisco, and Shanghai 26th August, Mails and General—Toyo Kisen Kaisha.

AMIGO, German, str. 700, Franksen, 26th Aug.—Pakhoi and Hoihow 25th Aug., General—Jehon & Co.

ARNEIS, British, str. 2,483, Winsom, 24th August—Whampoa 23rd August, Ballast—Bradley & Co.

CHANGSHA, British, str. 2,300, E. Finlayson, 29th Aug.—Sydney 5th August, General—Butterfield & Swire.

CHONGCHING, British, str. 1,256, V. McC. Liddell, 27th August—Tientsin and Ports 19th August, General—Jardine, Matheson & Co.

CHUYUN, Chinese, str. 1,121, C. Stewart, 26th August—Shanghai 21st August, General—Chinese.

CHOSHUN MART, Japanese, str. 1,204, Suruga, 24th August—Shanghai Aug. 16th and Swatow 23rd, General—Osaka Shosen Kaisha.

CLAVERTHUN, British, str. 2,518, W. H. Sedon, 17th August—from Cardiff, Coals—

EMPEROR OF JAPAN, British, str. 5,940, S. Robinson, n.r., 27th August—Vancouver Aug. 6th and Shanghai 24th, Mails and General—Canadian Pacific Railway Co.

FOREST DALE, British, str. 2,833, Neall, 24th August—Samara-g 10th August, Sugar—Butterfield & Swire.

HATCHING, British, str. 1,206, W. C. Passmore, 12th Aug.—Foolchow Aug. 8th, Amoy 10th, Swatow 11th, General—Douglas, Leprieux & Co.

HOPANG, British, str. 1,350, Jas. M. Hay, 27th August—Sourabaya 17th August, Sugar—Jardine, Matheson & Co.

IYO MARU, Japanese, str. 3,918, S. Ishikawa, 23rd Aug.—Japan & Shanghai 20th Aug., General—Nippon Yusen Kaisha.

JOHNKATE, German, str. 982, J. J. Jensen, 28th August—Haiphong August 23rd, and Hoihow 27th August—Jehon & Co.

JOHN LAMBERT, British, str. 2,818, McMillan, 28th August, New York 19th June, Kerosine Oil—Standard Oil Co.

KAIPOF, British, str. 987, Mathias, 22nd Aug.—Cebu and Hoiho 18th August, General—Butterfield & Swire.

QUESTIONS IN BOOK

VESSELS ON THE BERTH



THE Company's Steamship:
"VORWAERTS,"
 Capt. Bednarz, will be despatched as above
 on or about the 25th September.
 This steamer has splendid accommodation for
 passengers, electric light and carries a doctor.
 For information as to Passage and Freight
 apply to

THE Steamship
"LIGHTNING."
Captain A. E. Gentles, will be despatched for
the above ports on THURSDAY, the 3rd
Sept. at Noon.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 29th August, 1908. 1939

**THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

STEAM FOR STEAMERS, CEYLON,
AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"DELHI."

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY the 6th September at Noon, taking passengers and cargo for the above port in connection with the Company's steamer "Aloufah," 10,000 tons, for Colombo, to receive accommodation in which vessel is reserved before departure from Hongkong. Silk and Valuables, all cargo for France in Ties for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Swettenham and London, and cargo for London &c., will be conveyed from Bombay by the R.M.S. "Egypt," due in London on the 17th October, 1902. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to the
E. ABBOTT,
Acting Superintendent,
HONGKONG, 24th August, 1902.

LUXURY—SPEED—PUNCTUALITY

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days
Across the Pacific is the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.
12-DAYS YOKOHAMA to VANCOUVER.
21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration).		ARRIVE VANCOUVER.	
		LEAVE HONGKONG.			
R.M.S.					
"EMPERESS OF JAPAN"	6,000	"	SATURDAY,	5th Sept.	24th Sept.
"EMPERESS OF INDIA"	3,700	"	FRIDAY,	11th Sept.	10th Oct.
"EMPERESS OF CHINA"	6,000	"	SATURDAY,	26th Sept.	17th Oct.
"MONTEAGLE"	6,163	"	SATURDAY,	3rd Oct.	27th Oct.
"EMPERESS OF INDIA"	6,000	"	SATURDAY,	17th Oct.	7th Nov.
"EMPERESS OF JAPAN"	6,000	"	SATURDAY,	7th Nov.	29th Nov.

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"IMPRESS" Steamers will depart from HONGKONG at 4 P.M.
S.S. "MONTEAGE" "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
 SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE
 YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
 Express, and at QUEBEC with the Co.'s NEW PALATIAL EXPRESS STEAMSHIP
 14,500 tons register, thus providing a comfortable and speedy voyage to Europe
 Hongkong to London, 1st Class via Canadian Atlantic Port or New York \$71.10

First Class rate to London, includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct Line.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval and Military Forces, and other persons in the service of the Government.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

7. **D. W. CRADDOCK**, General Traffic Agent for China,
Corner Pedder Street and Prays, opposite Blake Pier.

NORDDEUTSCHER LLOYD, BREMEN

LINES.

FOR	STAMMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG }	"DEREFFLINGER" Capt. G. MEINERS	Wed'ay, 9th Sept., at NOON.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"LUTZOW" Capt. G. DAWERS	About Wed'ay 9th September.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. MINSEN	Thursday, 10th Sept., at 5 P.M.
KUDAT & SANDAKAN	"BOBNEO" Capt. F. SEMBELL	Beginning of September.

For further Particulars apply to

NORDDEUTSCHER LLOYD.
MEIERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.
Taking Cargo on through Bills of Lading to all Overland Common Points in the
United States of America and Canada and also for the Principal Ports in Mexico
and Central and South America.

VIA
KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU, AND
YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
INVERIG	4,789	Boyd	About 20th September

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA

For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.
Hongkong, 27th August, 1908.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

MM FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA
SHANGHAI.

FOR	STEAMERS	TO SAIL
MARSEILLES VIA PORTS	"YARRA" Capt. Seltzer	On 1st Sept.,
SPANGHAI, KOBE & YOKOHAMA	"VILLE DE LA CIOTAT" Capt. Barillon	On 14th Sept., P.M.
MARSEILLES, &c., ...	"AUSTRALIEN" Capt. Verren	On 15th Sept., 1 P.M.

Communications on the Co's Steamers at Singapore for Batavia: at Colombo for Calcutta

Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Rail from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—
P. NALIN, ACTING AGENT,
 Hongkong, 1st September, 1928. **Queen's Building.**

PRINTING

"DAILY PRESS" OFFICE,
Proofs read by Englishmen.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DEVANHA	About 3rd Sept.	Freight and Passage.
LONDON VIA RUSSAL PORTS	DELHI	Noon, 5th Sept.	See Special of CALL.
LONDON and ANTWERP	NYANZA	About 9th Sept.	Freight and Passage.
ANG, COLOMBO PORT	Capt. H. S. Bradshaw	Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE, PERA and YOKOHAMA	Capt. W. W. Cooke, R.N.R.	About 12th Sept.	Freight only.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 28th August, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 1st Sept., 4 P.M.
AMOI, MANILA, CEBU and ILOILO	"SUNGKANG"	On 2nd Sept., 4 P.M.
MANILA ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, REMANDE and PERTH.	"CHANGSHA"	On 2nd Sept., 4 P.M.
HOIHOW, KAKHOI and HAIKONG	"SINGAN"	On 2nd Sept., 9 A.M.
TSINGTAO, CHEFOO and NEWCHOWANG	"NANCHANG"	On 2nd Sept., 4 P.M.
SHANGHAI	"SHAOSING"	On 4th Sept., 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCTION OF 20 Per Cent. will be made on First and Second Class Fares to Foochow, until further Notice.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 31st August, 1908.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
ANPING VIA SWATOW	"SHOSHU MARU"	WED. DAY, 2nd Sept., at 2 P.M.
TAMUI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 6th Sept., at 10 A.M.
SHANGHAI VIA SWATOW, AMOI & FOOSHOW	"BUJUN MARU"	TUESDAY, 8th Sept., at 10 A.M.

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Foochow, until further Notice.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidsips. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 1st September, 1908.

T. ARIMA, Manager.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILESIA ... 10th September	FOR MARSSELLES, ANTWERP & HAMBURG: S.S. SLAVONIA ... 11th Sept.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAMBIA ... 18th September	FOR DUNKERQUE, ANTWERP & HAMBURG: S.S. SPEZIA ... About Mid. of Sept.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SUEVIA ... 25th September	FOR HAVRE & HAMBURG: S.S. AMBRIA ... 20th Sept.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SENEGAMBIA ... 10th October	FOR HAVRE & HAMBURG: S.S. BRASILIA ... 4th Oct.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. BELGAVIA ... 17th October	FOR HAVRE & HAMBURG: S.S. SILESIA ... 18th Oct.

For NEW YORK ... S.S. VANDALIA On 23rd September.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 29th August, 1908.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENTSIN VIA SWATOW, TSINGTAO, WEIHAWEI & CHEFOO	"CHEONGSHING"	Wed. day, 2nd Sept., Noon.
SHANGHAI VIA NINGPO.	"WINGSANG"	Wed. day, 2nd Sept., Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Wed. day, 2nd Sept., 2 P.M.
MANILA	"YUENSANG"	Friday, 4th Sept., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOI.	"NAMSANG"	Tuesday, 8th Sept., Noon.
MANILA	"LOONGSANG"	Friday, 11th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Saturday, 12th Sept., 3 P.M.

RETURN TOURS TO JAPAN OCCUPYING 24 DAYS.

The steamers "KUNSAO," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS.

Hongkong, 1st September, 1908.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD. ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SINGAPORE, CALCUTTA & COLOMBO	"ARCONIA"	On 2nd Sept.
VLADIVOSTOK	"LITUANIA"	On 3rd Sept.
MARSEILLES	"HAYRE"	On 3rd Sept.
YOKOHAMA	"CATHAY"	Middle of Sept.
YOKOHAMA and KOBE	"TRANSQUEBAR"	On 15th Sept.

For Further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 28th August, 1908.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	"SANUKI MARU" Capt. K. Homma, Tons 6112	WED. DAY, 2nd Sept., at Daylight
VICTORIA, HONGKONG, SHANGHAI, KEELUNG, SWATOW, SEATTLE, WASH. and MOI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"AWA MARU" Capt. A. Keith, Tons 6309	WED. DAY, 10th Sept., at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	"IYO MARU" Capt. S. Ishikawa, Tons 6320	TUESDAY, 1st Sept., at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	"KAGA MARU" Capt. G. S. Lapraik, Tons 6301	TUESDAY, 15th Sept., at 4 P.M.
BOMBAY via SINGAPORE, COLOMBO and YOKOHAMA	"YAWATA MARU" Capt. T. Sotoku, Tons 3817	FRIDAY, 4th Sept., at Noon
KOBE and YOKOHAMA	"NIKKO MARU" Capt. T. Harrison, Tons 5558	FRIDAY, 2nd Oct., at Noon
SHANGHAI, MOJI and KOBE	"MOYORI MARU" Capt. T. Harrison, Tons 5558	WED. DAY, 2nd Sept., at Noon
	"KAMAKURA MARU" Capt. J. Hands, Tons 3773	FRIDAY, 4th Sept., at Noon
	"TOTOMI MARU" Capt. H. Fraser, Tons 6128	TUESDAY, 8th Sept., at Noon
	"Mitsukuni" Capt. M. Winkler, Tons 3412	WEDNESDAY, 9th Sept., at Noon

† Fitted with Marconi's System of Wireless Telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 28th August, 1908.

T. KUSUMOTO,
MANAGER.

CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS. ALL ROUND THE WORLD LINE.

OUTWARD via Suez:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chikwangto, (Peking Tientsin) Koba, Yokohama, Genoa to Hongkong in 30 Days. NARLES to HONGKONG in 29 Days. Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco, CONNECTING WITH CANADIAN PACIFIC RAILWAY. Freight to Overland. Passengers to Overland and Europe } via Vancouver. YOKOHAMA to VANCOUVER 13 Days. YOKOHAMA to LONDON and PARIS 28 Days.

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:
—OUESSANT ... 5th Sept. —CEYLAN ... 28th Nov.
—AMIRAL OLEY ... 12th Oct. —CORSE ... 11th Jan. 09

—New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth cabins.

† Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT, FRENCH MAIL OFFICE.

Hongkong, 26th August, 1908.

HONGKONG-NEW YORK AND BOSTON.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "INDRAMAYO" ... On 19th September, 1908.

For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 15th August, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidsips. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

SHIPMENT TONS CAPTAIN FOR SAILING DATE

ZAFIRO ... 2540 R. Rodger ... Manila On 12th Sept., Noon.

RUBI ... 2540 R. W. Almond ... Manila Or 19th Sept., Noon.

For Freight or Passage apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 31st August, 1908.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VIGUE ROAD, HONGKONG.

Japan Office:—
14, WATER STREET, YOKOHAMA.

NATAL LINE OF STEAMERS.

THE Underwritten GENERAL AGENTS in CHINA and JAPAN for the above Lines are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LINDY CHINA STEAM NAVIGATION Co.'s fortnightly service between CALCUTTA. Sailings from CALCUTTA for CAPT PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED

General Agents for China and Japan

Hongkong, 4th August, 1898.

MEN-OF-WAR OF THE CHINA AND JAPAN STATION

AUSTRIAN.
Kaiser Franz-Josef, Austrian cruiser, 4,303 tons, 12 guns, 18 knots, Reserve, Saigon.

Prinzess Alice, Austrian cruiser, 4,303 tons, 12 guns, 18 knots, Reserve, Saigon.

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Prinzess Alice, Austrian cruiser, 4,303

